2. Method as claimed in Claim 1, characterized in that the value determined for the fresh gas temperature (T_{air2}) or at least a portion of the value of the fresh gas temperature ($y_{15.5}$) thus determined is filtered.

3. Method as claimed in Claim 1, characterized in that the exhaust gas temperature ($T_{exhaust}$) is determined by an exhaust gas temperature model (16) which is adaptively adapted to influencing parameters relevant to the exhaust gas temperature.

4. Method as claimed in Claim 3, characterized in that the value determined for the exhaust gas temperature ($T_{exhaust}$) or at least a portion of the value that is determined for the exhaust gas temperature is filtered.

5. Method as claimed in Claim 1, characterized in that a temperature of the recirculated exhaust gas (T_{AGR}) is determined from the exhaust gas temperature ($T_{exhaust}$) by means of an exhaust gas recirculation model (17) which is adaptively adapted to influencing parameters that are relevant for the temperature of the recirculated exhaust gas (T_{AGR}).

6. Method as claimed in Claim 5, characterized in that the temperature of the recirculated exhaust gas (T_{AGR}) or at least a portion of the temperature of the recirculated exhaust gas is filtered.

7. Method as claimed in Claim 1, characterized in that the volumetric efficiency (□) is determined by a volumetric efficiency model (18) which is adaptively adapted to influencing parameters relevant to the volumetric efficiency.

8. Method as claimed in Claim 1, characterized in that a value that is determined for a fuel quantity (m_{fuel}) is filtered in the determination of the volumetric efficiency (□).